

**Dulles Corridor Mobility Initiative (DCMI) Conceptual PPTA Proposal**  
**Macquarie/Autostrade/Laing/IIG**  
**The Dulles Corridor Mobility Consortium (DCMC)**  
July 2005-Revised October 2005

**Proposal**

1. Seeks 50 year concession to improve, operate and maintain the Dulles Toll Road (DTR) and Dulles Connector (From I-66 to Dulles Greenway) facilities and to assume expenses and revenue. (Tab 2 page 21)
2. Base proposal includes 19 detailed and costed projects for various ramp, roadway, toll plaza, sound wall and resurfacing improvements, as well as, technology enhancements and Automated Vehicle Identification (AVI) optimization (Tab 2 pages 1-9). Construction schedule begins Summer 2006 with 17 of 19 projects complete in 3 years (Tab 2 Page 18)
3. Enhanced revenue proposal would include an additional 13 roadway and ramp improvement projects, as well as, any other improvements as and when necessary to the safety and efficiency of the DTR and approved by VDOT. (Tab 2 page 10).
4. Tab 2 Exhibits reflect no impact to existing or planned designs for the Dulles Airport Access Highway and its median.
5. Payment of all of Virginia's DTR supported share to fund construction of Metro Rail service to Dulles Airport and into Loudon County at Route 722; defeasance of current DTR bonds; and repayment of Fairfax County note. (Tab 2 page 25)

**Team Structure and Approach** (Tab 1 pages 1-4)

1. Lead organizations are Macquarie Infrastructure Group (Macquarie), Autostrade SpA, (Autostrade) John Laing plc (Laing), and Infrastructure Investment Group LLC (IIG) comprising the DCMI., which will jointly create a special purpose vehicle (SPV).
2. Design-Build Team comprised of Clark Construction Group, Shirley Contracting LLC, and Dewberry LLC.
3. DTR-Dulles Connector operations, technology, and maintenance by Autostrade.
4. Financial Management by Macquarie, Laing, Autostrade, , and Citigroup.
5. Legal Affairs by Hunton & Williams. Government Advisor is J.K.K. Associates.
6. Public Affairs by Powel Tate/Weber Shandwick and Slay Public Relations.

**VDOT Responsibilities** (Tab 2 page 13)

1. Transfer responsibility for improvements, toll collection, operations, and maintenance for the Dulles Corridor to SPV for 50 year period. Grant use of current facilities.
2. Monitor and administer contract to ensure SPV performance.
3. Obtain MWAA consent to construct proposed improvements and use ROW as needed.
4. Provide state powers of condemnation as needed for ROW.
5. Include projects in the Constrained Long Range Plan and the Transportation Improvement Program as appropriate.

**Environmental Permitting and Approvals** (Tab 2 pages 13-16)

1. DCMC will develop NEPA documentation as required by governing agency.
2. DCMC will ensure that all environmental permits and related requirements will be its responsibility to perform with VDOT oversight.

**Proposer's Critical Factors for Success** (Tab 2 pages 23-24)

1. Approval and/or support from the public, CTB, local, state, regional, and federal agencies.
2. Performing a Traffic and Revenue Study and Existing Conditions Study.
3. Accurate and timely performance of responsibilities. Providing strong management team.

**Financing**

1. Initial DCMI investment for the Base Proposal, including private equity, will be in excess of \$1b. (Exec Summary page 5).
2. All funds remaining in state accounts from DTR toll revenue at time of first financial close shall transfer to SPV.